

The Silk and the Shippers of Japan, from Hongkong, 50th July, was delivered in New York on the 3rd inst.

STRAKERS that make him hideous at Amoy have aroused the righteous indignation of at least one resident there, who sends the following communication to the *Gazette*—Can nothing be done to stop the abominable nuisance of steam blowing from the smoke and foghorns in the Harbour at unearthy hours? The *Belgic* stately and repeatedly as she steamed out this morning disturbed the rest of every resident here, and it is only a week or so since some steamer or other made night hideous in a similar manner. Surely amongst the port regulations there is some rule prohibiting such nuisances, but if there is not the sooner one is made the better.

The police of Mauritius have been successful in apprehending a man in connection with the pearl robbery which occurred in Hongkong in the month of May. It will be remembered that the pearls, valued at over \$1000, together with 500 francs in French money, were consigned to Dr. Leon Prato from Saigon, and that another man got possession of them fraudulently at the Post Office by impersonating Dr. Prato, who, in addition to carrying on business as a dentist, has dealt in pearls since he came to the Colony nearly a year ago. Suspicion at the time fell upon Luigi Delallo, an intimate friend of Prato, more especially as his disappearance from the Colony was coincident with the disappearance of the pearls of pearl. His getting clear away placed the police at a disadvantage, but he was traced to Singapore and Ceylon. Here it was learned that Delallo had gone to Mauritius, and as telegraphic communication could not be got further than Zanzibar it was feared he would escape before the authorities in that island could be apprised that he was wanted by the Hongkong police. Delallo seems to have considered he had eluded his pursuers, and had settled down in Mauritius where he was apprehended a week or two ago. He will be brought to Hongkong for trial. The manner in which the police have carried out their investigations in this difficult case is highly creditable.

The Rev. R. F. Cobbold, the new Chaplain of St. John's Cathedral Church, conducted yesterday's morning and evening services. In the seats throughout the Church the following leaflet was placed:—

To the Members of the Church of England, and the rest of the Congregation of St. John's Cathedral, Hongkong.

My Brethren in Christ,—Called by the will of God to labour in the Ministry of the Church amongst you, I humbly and earnestly commend to your devout prayers and reverent contemplation the work which I am, by God's grace, endeavouring to accomplish.

Let our faith in the Fatherhood of God inspire us with the love of justice and obedience to His will.

Let the thought of our Brotherhood with Christ be a bond of sympathy between us, and make us work together in all charity.

Let the consciousness of the influence of the Holy Spirit constrain us to live together in all godliness and virtue.

(Philippians 1, 9-11.)

R. F. COBOLD, Chaplain.

Hongkong, 29th August, 1892.

TOURISTS among the islands that skirt the coast of Honan will find wonderful tales of the oyster groves of that country and dwell on the delicacy of the oysters that grow on trees. These oysters, however, are not vegetable oysters. Mangrove trees grow in either salt or brackish water, and as it falls in rain water or six inches deep. The limbs of the mangrove are dropping like those of the weeping willow. In case they do not reach the water the attraction of the moisture below causes shoots to put out which often extend far beneath the surface; thus a thick mat of mangrove is a matted mass of limbs, trunks, shoots and roots. On these limbs and shoots, deep under the surface of the water, bunches of oysters cling, thus forming the far-famed 'Oyster Groves of Honan.'

ALL natural waters contain mineral salts, some of which may be deleterious to health, says the *Engineering Magazine*, but the most injurious foreign substances found in ordinary drinking water are decaying organic matter and sometimes infectious micro-organisms. All water that is used for domestic purposes has been at some period atmospheric vapor, and as it falls in rain water it is impregnated from the air. These impurities are gases that arise from combustion, fermentation and decay, and particles of dust and decomposing organic matter. Bacteria are also removed from the air in the state of spores instead of adults. The spores of the fungi and other microscopical plants and pollen of flowers and grasses are also found in rain water. So numerous are these impurities in the air that a litre of water which falls at the beginning of a storm often contains more than two hundred thousand micro-organisms. Half a pint of water frequently condenses out of three or four thousand cubic feet of air, and in its condensation removes nearly all of the atmospheric impurities, concentrating them in the water. So that drinking a glass of rain water that falls at the beginning of a storm we may swallow as much filth as we breathe from the air in more than a week. If rain water is stored in cisterns without purification these substances soon render it so foul that it cannot be used for drinking. But when rain is collected near the end of a storm and is properly filtered and aerated it is one of the most wholesome natural water supplies. As rain falls upon the earth it washes away the accumulations of debris from the surface of the ground, and as it passes into the soil extracts from it a large amount of impurities, such as the products of decaying vegetation and animal excrement. These substances are carried down into the circulation currents, and it is not infrequent that the drainage from cesspools and outhouses also finds a direct entrance into surface wells.

Hans Michael Eberl, a peasant belonging to Grözingen, in Lower Austria, claims to have discovered an effective remedy against phylloxera. He was visited by two wine merchants from Cannes the other day, who persuaded him to proceed with the new method in presence of the French authorities, who, it may be remembered, have offered a prize of 1,000,000 francs for the invention of such a remedy.

The cause of dress reform has received a serious blow in Turkey. The women of that country have signed for the 'dresses of figures' of their French sisters. But Abdul Hamid, who seems to be a sumptuary dictator, objects to the introduction of foreign fashions. He approves of the national dress for these reasons: It is more picturesque; it is more patriotic; and the western costume is against the principles of the Turkish religion. He therefore requests the police of Constantinople to report to the authorities any wearers of non-Turkish dress, and he denounces the introduction of foreign fashions. Nor will he entertain any scheme of redneckery, such as trousers for corsets, or veils for Parisian novelties.

To leave out of question altogether the moral character of the new process, which in some cases at least is not above suspicion, their manner, says the *Sydney Daily Telegraph*, will hardly have 'that repose that stamps the world's Vero de Vero.' The career of 'skit dancer' or a variety artist or a ballet girl distinguished as a high-kicker among high-kickers is hardly the kind of training for the drawing-rooms of Mayfair. The infusion of so much East End electricity as is associated with certain East End ladies who have prosecuted through life with the slang of the music-hall and the patter of burlesque on their lips will find their new associations some what strange, and are unlikely to be termed 'high-class' by the high society of the future. Indeed if the present fashion continues there will soon be a compact music-hall element in the highest society of Great Britain powerful enough to assert itself and set the fashion. The 'bon-bon-de-day' and similar dances may yet resound in the grand and tapestried halls of Berners street, while the quips of Mile End-road dancers debate in the House of Lords. A clever writer once forecasted as the religion of the future, and as a tolerable kangaroo hunting on the Sabbath Day. Who can foresee what kind of legislators will spring from the union of Tottie with one of the 'ruses' or 'Johnnies' of the British nobility?

Visitors to the Fair, says *Evening*, will be indebted to Philadelphia capital and ingenuity for an easy method to pierce the clouds by means of a gigantic aerial railway, which will be the largest of the kind ever constructed. A number of capitalists some time ago secured the right to construct the railway, which was planned by two Philadelphia inventors, and a stock company was organized to take the matter in hand. The plan is a most novel one.

The whole structure, which consists of a gigantic spiral, will be about 150 feet in diameter at the base, and the top gallery will be 200 feet above the ground. The supporting iron columns will be 16 inches in diameter at the bottom and will gradually be reduced, and at the top will be 6 inches thick. Starting at the bottom, an inner spiral of iron will be constructed the inner or upward tracks. These consist of iron plates five inches wide for the car wheels to run on. A steam engine stationed in a house some distance away causes the car to ascend along the track. Around the outside of the structure another set of similar tracks are built, and as the car reaches the top it is in a position to run directly on to the descent. The car will descend at its own speed, and it slowly comes back to the starting place. A simple system of levers, which cannot easily be thrown out of gear, controls the cars. These, by contact with inner supports, stop it at any point which the passenger may wish to reach in the ascent or descent. The cars are built to hold twenty-four passengers, and the brakemen stationed at each end. Above the platform on which the car stops is a gallery built to accommodate 4,000 persons, and on it at a large restaurant will be constructed.

ANOTHER TYPHOON.

The Spanish Consul has favoured us with the following telegram:—

MANILA, Sept. 4, 11.45 a.m.

Another centre of depression exists in the Pacific.

7.45 p.m.

The typhoon is approaching Luzon.

Sept. 5, 6.10 p.m.

The typhoon has entered N.E. provinces of Luzon.

Dr Dobrock writes to-day:—There is a depression in the China Sea. Barometer falling at all stations. Weather hot and dry. (Issued at 11.13 a.m.)

CORRESPONDENCE.

VOLUNTEERING IN HONGKONG.

To the Editor of the 'CHINA MAIL.'

Hongkong, 6th Sept.

SIR,—I fear, judging from your article in your issue of Saturday, you have only made a very hurried study of the recent Report of the Volunteer Commission, and it perhaps will be better for me to point out the errors you have doubtless inadvertently drifted into, so as to prevent misunderstanding on the part of any of your readers.

First, as regards the expenditure, it will certainly require something like \$16,000 to launch the new or rather 'reorganized' Corps, but practically this is a mere very little if any extra disbursement. Of the grants for Volunteer purposes made for the years 1887 to 1891 some \$6,000 have not been expended at all, and there is still some \$11,000 in hand of the Volunteer Grant for this year. The annual expenditure is estimated at \$20,000, but this represents the maximum possible cost for a force of the size recommended, and would only be reached in the course of some three to four years hence, when the question of re-arming, &c., has to be considered. As the present expenditure upon the Corps in the meanwhile ought not to exceed \$16,000 to \$18,000 per annum. Compare this with the existing grant of \$12,000 per annum, for maintaining the present one of barely one hundred men, and you will see the new scheme provides for more than double that number! Why you should object to so large a force it is difficult to see, as the great trouble in Volunteering all over the British Empire is to get enough men. Actual need in time of war would be trained men you can possibly put, in the field.

Concerning the existing Corps, a very general opinion has been expressed by the public mind, that it is the wish of the Commission to do away with it altogether. On the contrary, their special recommendation is that it should form the nucleus of the new one and it would simply be invaluable for the purpose. The matter of disbanding them would be one of more form, and they would at once be re-organized under the new terms of service. It may be mentioned here that the Government, is bringing in a new Volunteer Ordinance altogether—a quite apart from the new scheme suggested by the Commission—and in all probability, under any circumstances, the existing Corps will have to be disbanded and re-organized as to bring it under the new Ordinance in question. The 'gulf' difficulty (as you call it) is one that presented itself to the Commission at a very early stage of their proceedings, but after due consideration they came to the conclusion that it was 'an ill that would cure itself.' It remains to be seen if the Commission in Shanghai but has always been 'bridged over,' and there is no reason why such should not be the case here in Hongkong. One or two ways of doing so have already been suggested, but it is too early yet to charge upon them, and consequently it has been thought desirable to let the would-be members of the proposed Corps look to it for themselves in the first instance.—I am, Sir, yours faithfully,

JOHN J. FRANCIS,
Secretary to the Volunteer Commission.

To the Editor of the 'CHINA MAIL.'

Hongkong, 5th Sept.

SIR,—As an old Volunteer, and one willing to serve again, I naturally read your article of Saturday last with a great deal of interest. As regards the various objections to the new scheme that you bring forward, they will of course be considered, but I refrain from touching upon any of them at present with the exception of one, the 'Gulf'! I really think you make too much of it. It is a pity that such ideas should exist; however, they do, and we must have some consolation to some of us to know that exactly the same difficulty did and does exist in Shanghai, and they have managed to get over it in a very sensible and unobtrusive way. They have three infantry companies there, each composed of special friends and associates, and each forming as it were a little club of itself; each has its own special organization, rules and regulations, Managing Committee, and fresh members are only allowed to join or be enlisted after they have been subjected to a rigorous ballot. One company is composed entirely of members of the Shanghai Club, another is almost exclusively recruited from the various stores, and the third is made up of members of the Customs service and other qualified persons from the other Companies. From all that I have heard they appear to be a very happy family, and I really think we might attempt something of a like kind here. The scheme suggests that the Hongkong Club bring themselves 'shoulder to shoulder' and form one Battalion of Members of the Club only? Surely amongst the 800 present active members, there is enough of the English spirit and pride left in get together and form a body of at least 200 men, and a hundred more if I commend the idea, Sir, for your serious consideration, and crave for it your best assistance. 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Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
Also,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.
THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGAGE.
N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 18th day of September,
1892, at 10 a.m., the Company's S.S.
DAYTON, Captain D. HOBBS, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
noon, Cargo will be received on board
until 4 p.m. Specie and Parcels until 3
p.m. on the 17th September. (Parcels are
not to be sent on board; they must be
left at the Agent's Office). Contents of
Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MEYER & Co.,
Agents.

Hongkong, August 26, 1892. 1478

Occidental & Oriental Steam-
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TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
OCEANIC, TUESDAY, Sept. 20.
Gaeke, v. Honolulu, Oct. 10.
Belgia, v. Rotterdam, Nov. 10.

THE Steamship OCEANIC will be
despatched for San Francisco, and
Yokohama, on TUESDAY, the 20th
September, at 4 p.m., connection being
made at Yokohama with Steamers from
Shanghai and Japan Ports.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.
To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Port
land, O. \$225.00
To Liverpool and London \$325.00
To Paris and Bremen \$345.00
To Havre and Hamburg \$355.00
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic Lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuing Trip Tickets.
Kansas City, Mo., Omaha, Neb. \$285.00		
St. Louis, Mo. 292.50		
St. Paul, Minn., Minnea- polis, Minn. 292.50		
Chicago, Ill. 297.50		
Milwaukee, Wis. 297.50		
Cincinnati, Ohio 302.50		
Columbus, Ohio 304.25		
Detroit, Mich. 304.25		
Cleveland, Ohio 306.25		
Pittsburg, Penn. 309.25		
Toronto, Canada 310.25		
Niagara Falls, N.Y. 311.00		
Washington, D.C., Balti- more, Md. 317.00		
Montreal, Canada 317.75		
Philadelphia, Penn. 319.75		
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Boston, Mass. 321.15		
Portland, Maine 327.25		

All the above Rates are in Mexican
Dollars.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Passengers by this line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pa-
cific, Northern Pacific or Canadian Pacific
Railways.
Return Tickets.—First Class.—Prepaid
return tickets to San Francisco will be
issued at following rates:—
4 months \$337.50
6 months \$337.75
Time is reckoned from date of issue to
date of re-embarkation at San Francisco.
Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.
All Parcel Packages should be marked to
address in full, and same will be received
by the Company's Office until 5 p.m. the
previous to sailing.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 72, Queen's Road Central.
J. S. VAN BUREN,
Agent.

Hongkong, August 30, 1892. 1499

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FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted
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Address to
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Hongkong, February 25, 1891.

SHARE LIST.—QUOTATIONS.—Sept. 5, 1892.

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Longkong and Shanghai Bank Corp.
New Issue. 80,000 \$ 125 all 80% prem., buyersBANK OF CHINA, Japan and Straits,
New Issue. 10,000 \$ 105 1/2 1/2% buyers

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Lanai Insurance Office Co., Ltd. 10,000 \$ 25 1/2 1/2% sellers

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Librarian, to the College.
Hongkong, February 25, 1891.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked h, near the Kowloon shore k, and those in the body of the
Shipping or midway between each shore are marked s, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Cas Works.
2. From Cas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to P. and O. Co.'s Wharf.
6. From P. and O. Co.'s Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

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5. From P. and O. Co.'s Office to P. and O. Co.'s Wharf.
6. From P. and O. Co.'s Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

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2. From Cas Works to Jardine's Wharf.
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4. From Harbour Master's Office to the P. and O. Co.'s Office.
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